



National Transportation Safety Board

Child Restraint in Aircraft Meeting Summary

Protecting children

- Status quo not acceptable
- FAA commitment to require CRS and provide one level of safety
- Children should not be carried on laps
- Two children should not share a seatbelt

1997 German Survey on Diversion*

- Question - effect on travel if given 50% discount on price of parents' ticket
 - 79% no effect
 - 2% would not fly anymore,
 - 16% would fly less often
 - 2% would wait until child is 2 yrs to fly

*Asked of 365 parents flying with children

Harmonization

- Design regulations between countries
- Consistent operational regulations
 - Installation
 - Code Sharing

Standardization

- Seat Compatibility
- Consistent info to passengers
- Consistent procedures
 - Boarding process

Training

- Cabin crew on types of acceptable CRS
 - Complicated by CRS variety and changing technology
- Reservation/Gate agents need to know rules and provide complete information

Design Issues

- Should there be an aircraft only seat standard or joint auto/aircraft standard
- Only 10% of U.S. a/c passenger seats and belts are compatible with forward-facing auto CRS based on 1996 survey
- Aft facing CRS perform well

Design issues (cont.)

- Consider a/c environment during testing
- Universal Anchorage
- There should be no degradation of protection in automobile CRS when modified to fit aircraft

Innovative Ideas

- Rear facing passenger seats
- Mail information with Tickets
- Info on airline web sites w/ links
- Third party distribution of aircraft CRS
- Discount Tickets for CRS Use
- Airline provided CRS